

**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (MPO)  
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING NOTES  
Thursday, November 15, 2018**

**1. Call to Order and Quorum determination**

Mr. Brian DeLatte called the meeting to order at 9:00 a.m.

Present: Brian DeLatte, P.E., City of Portland, Jefferey Edmonds, P.E., City of Corpus Christi, Jeff Pollack, AICP, Port of Corpus Christi; Gordon Robinson, Corpus Christi RTA; Paula Sales-Evans, P.E., TxDOT- Corpus Christi District; Juan Pimentel, P.E., Nueces County;

Richard Bullock, Coastal Bend Council of Government (9:04 a.m.)

Staff Present: Daniel Carrizales, Victor Mendieta, Elena Buentello and Yoshiko Boulan.

**2. Introduction of visiting agency officials**

Mr. Carrizales introduced Ms. Sharon Montez, Managing Director of Capital Programs, Mr. Robert Saldana, Managing Director of Administration, and Ms. Christina Perez, DBE/EEO Compliance Officer from RTA.

**3. Public Comments on Agenda Items**

Mr. DeLatte asked for public comments on agenda items; no public comments were offered.

**4. Discussion and Possible Action**

**A. Corpus Christi Regional Transportation Authority (RTA) Transit Assets Management (TAM) Plan**

Federal Transit Administration (FTA) requires all transit agencies who provide public transportation and receive federal financial assistance to develop a TAM plan.

Ms. Montez presented RTA's TAM Plan. The TAM Plan's purpose is to achieve and maintain a State of Good Repair (the condition of a capital asset as operable at a full level of performance) for RTA's assets to deliver the performance-based service. RTA is required to have (1) an inventory of assets, (2) a condition assessment of inventoried assets, (3) documentation for the use of the decision support tool, and (4) a prioritization of investments in the TAM Plan. RTA uses the useful life, asset age, and vehicle mileage/age for the condition assessment. RTA's TAM assets encompass equipment \$50,000 or greater, non-revenue vehicles, rolling stock/buses, and facilities. RTA's 35 non-revenue vehicles have an average life of 3.5 years compared to FTA's useful life benchmark of 8 years; RTA's 13 facilities have an average life of 10.5 year compared to the benchmark ranges of 15 to 40 years; and RTA's 132 rolling stock have an average age of 7.5 years compared to the benchmark of 14 years. RTA's current overall asset condition is very good. RTA uses risk management, maintenance strategy, overhaul strategy, disposal strategy, and acquisition and renewal strategy to prioritize investment and prepare five-year capital replacements. The 2019 Capital Investments Plan for the next five years was adopted by the RTA Board on November 7, 2018.

Mr. Robinson made a motion to recommend supporting RTA's TAM plan which Mr. Pollack seconded; motion passed unanimously. This recommendation will be submitted to the Transportation Policy Committee (TPC) on December 6, 2018.

**B. RTA Transit Projects Amendment to the FY 2019-2022 Transportation Improvement Program (TIP) and 2015-2040 Metropolitan Transportation Plan (MTP).**

RTA presents the proposed amendment to the TIP and MTP as part of the quarterly amendment cycle.

Ms. Perez presented the proposed amendment to the FY 2019-2022 TIP based on the Capital Investment Plan and routine purchase/maintenance of assets. Thirteen projects are programmed in FY 2019 and nine projects are programmed in FY 2020. RTA is planning to purchase ten to fifteen Paratransit vehicles in FY 2019 and 2020 to replace the current vehicles based on the asset condition with estimated cost of \$7.5M. Three major facility projects: Del Mar South Campus Transfer Station, Port/Ayers Renovation, and Bear Lane Bus Parking Lot improvement are programmed in FY 2020. Port/Ayers Station Renovation project's estimated project cost is \$4,939,642 and the project is expected to complete within 18 months. Del Mar South Campus Transfer Station on Yorktown Boulevard and Rodd Field Road's estimated project cost is

\$2,432,787 and expected to complete within 12 months in two phases. Bear lane Bus Parking Lot improvement project's estimated cost is \$875,000 and expected to complete within 9 months. In FY 2021, there are routine Bus Stop Improvements, Mobile Bus Lift, and Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities) fund projects, and other than the routine Bus Stop Shelter Amenities and Section 5310 projects, the Westside Station near Del Mar College is programmed in FY 2022. The Westside Station is still under the concept development phase and the project detail will be presented after the concept is finalized.

Mr. Pollack inquired about the two Del Mar College Stations if there are any considerations for size and capacities on real roadway projection were given to the routes to connect these two campuses.

Ms. Montez answered that the RTA discussed with Del Mar College staff and the design will be based on their survey results and enrollment projection, as well as their final campus design.

Mr. DeLatte asked if there are any capital changes such as facilities and routes due to the new Carroll High School building which may be built within the four years with the passage of Corpus Christi Independent School District (CCISD) Bond.

Ms. Perez answered currently no capital change is planned.

Ms. Sales-Evans verified if these changes would be reflected in 2015-2040 MTP, and it is confirmed.

Mr. Pollack made a motion to recommend the proposed amendment, Mr. Robinson seconded; motion passed unanimously, and this recommendation will be submitted to the Transportation Policy Committee (TPC) on December 6<sup>th</sup>, 2018.

## **5. Discussion Only**

### **A. TxDOT's Safe Route to School (SRTS) Funding Opportunity**

Mr. Carrizales reported on the SRTS funding opportunity. The original program was eliminated under Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and Fixing America's Surface Transportation Act (FAST Act), instead Transportation Alternatives (TA) program has been used for the construction of SRTS infrastructure since 2012. This new opportunity can be used for (1) infrastructure and (2) non-infrastructure and it will be awarded to the projects that meet the specific criteria and are selected by TxDOT evaluation committees. No local-match is required. Call for projects will open in November 2018 and close in January 2019.

Mr. Pollack is serving on both the TxDOT Bike Advisory Committee and City of Corpus Christi's Bike and Pedestrian Advisory Subcommittee and he had an advanced access to this funding opportunity information. Non-infrastructure solicitation for exclusively state-wide, nonprofit activities has been open in November 2018. The infrastructure funding Call for Project will be released in February 2019. The application format is two phased; the preliminary design or notice of intent should be submitted in April, then TxDOT Austin will contact the applicants and local TxDOT district to weigh-in the project concepts and design for execution in early summer. The requirements are that any project must be within two miles from K-8 institutions (not to include high schools), and directly connected to the institution or filling the gap in the network that has the direct connection to the institution. Some projects within two miles of K-8 institutions in MPO's Bike Mobility Plan that accommodates both bikes and pedestrians satisfies the requirements. MPO staff has already identified several projects that meet the criteria, and City of Corpus Christi's Transportation Advisory Commission (TAC) has started the discussion to select the potential projects.

Mr. DeLatte asked about the amount and method of this funding; Mr. Pollack answered that approximately \$8M for infrastructure projects state-wide. Mr. Pollack thought the project selection would be a competitive-process, not formula allocation and there is no cap at the district level based on the available funding amount.

Ms. Sales-Evans asked if there is a timeframe to use the funding; some of projects may allow the right of way acquisition if the project is incorporated in the existing right of way width. Mr. Pollack stated that this would be fall into the coordination between applicants and local TxDOT districts during the first and second

phases of application process, but this funding may not be for right of way acquisition based on the available funding amount.

## **6. Freight Topics**

### **A. Texas Mobility Summit**

TAC member reports on the Texas Mobility Summit held by Texas Innovation Alliance from October 28<sup>th</sup> to 30<sup>th</sup>, 2018. Representatives from the Port, City of Corpus Christi, RTA, and Texas A&M University – Corpus Christi attended the summit. The Coastal Bend Region was well represented, and Mr. Pollack participated in the panel discussion of the Port's Truck Queuing System.

Mr. Pollack stated that this third summit focused more on commercialization – connecting the public sectors' needs and the private sectors' technology solution, and how technology can solve the mobility challenges.

Mr. Carrizales shared a video of the City of Arlington's autonomous shuttle as one of the highlights of the Summit.

### **B. TxDOT Regional Freight Plan**

Corpus Christi region was one of three regions selected by TxDOT for their Statewide Freight Plan to capture the origin to destination of freight movement. The scoping of this study will start in February 2019. Mr. Casey Wells, TxDOT Freight Planner will work with the Port, TxDOT-CRP, and the MPO for developing the Regional Freight Plan.

### **C. Union Pacific Railroad meeting**

Mr. Carrizales reported on the meeting with Union Pacific Railroad (UP) representatives, Mr. Moeller, Mr. Zientek, and Ms. Ringwald and agreed to have quarterly meetings to exchange project updates. The UP will provide their Freight 101 presentation in TAC in early 2019.

### **D. TxDOT's Texas Statewide Truck Parking Study & Freight Infrastructure Design Considerations Workshop: December 18, 2018**

Reminder to TAC members to sign up and attend the Truck Parking Study & Freight Infrastructure Design Consideration Workshop for Corpus Christi on December 18, 2018. The location is Solomon P. Ortiz Center and the workshop starts at 8:30 a.m.

## **7. Staff Briefing**

### **A. MPO Director recruitment status**

Mr. Carrizales informed that the MPO Director position has been posted by Nueces County on November 5, 2018, and advertised on the MPO, Texas MPO Association (TEMPO), American MPO Association (AMPO) websites, Caller.com, and Indeed.com. The ad-hoc committee has not yet met, but they will present their recommendations of the director's salary range at the December 6, 2018 Transportation Policy Committee (TPC) meeting. The Request for Qualification (RFQ) draft was sent for recruiting agencies and it will be closed on November 29<sup>th</sup>, 2018.

### **B. Corpus Christi MPO Project Tracker**

Mr. Mendieta showed the TAC members MPO's project tracker on the MPO website. The orange line indicates the project will be started within four years and is in the TIP, the blue line indicates the project is in the planning phase, and the red line indicates the project is under construction. The detailed project description can be seen by clicking the project. The project selector (P icon at the bottom) allows the user to select the specific project from the dropdown list. MPO will update the tracker with the partner agencies' most current status information.

### **C. MPO Holiday Office Closures (November 22-23, 2018)**

Mr. Carrizales informed that the MPO Office will be closed on November 22 - 23, 2018 for Thanksgiving Holiday.

**D. Transportation Policy Committee Meeting – December 6, 2018**

Mr. Carrizales reminded TAC members of the next TPC meeting and encouraged members to follow up with their TPC delegates regarding their actions during TAC's meeting. There are action items and a quorum is required.

**8. TAC Committee Member's Comments and Concern**

The next TAC meeting is scheduled on December 20, 2018. The MPO will inform the Chair if there are any action items, and discuss if the meeting is cancelled.

**9. Future Agenda Items**

- A.** Discussion and action to elect officials for the Technical Advisory Committee 2019 calendar year. MPO by-laws indicate that the Technical Advisory Committee shall elect a Chair and a Vice Chair from among its voting members during the first meeting of each calendar year. Such election shall be by a majority vote of that voting membership.
- B.** Discussion and action on Performance Targets. Staff will seek action from TAC in the form of a recommendation to the Transportation Policy Committee (TPC) to assume the state's new 2019 performance targets for Safety Performance Measure Final Rule (PM1) to meet the February deadline.

**10. Adjourn**

The meeting adjourned at 9:41 pm.